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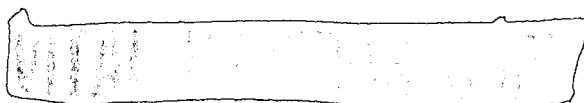


25X1

IMAGERY
ANALYSIS
DIVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT



STATUS OF NORTH VIETNAMESE RAILROADS



25X1

Declass Review by NIMA/DOD

Report No. 15
CIA/PIR 75056

DATE November 1966

GROUP 1
Excluded from automatic
downgrading and declassification

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APPROVED FOR RELEASE 2003/03/04 : CIA-RDP78T05161A001200010038-5

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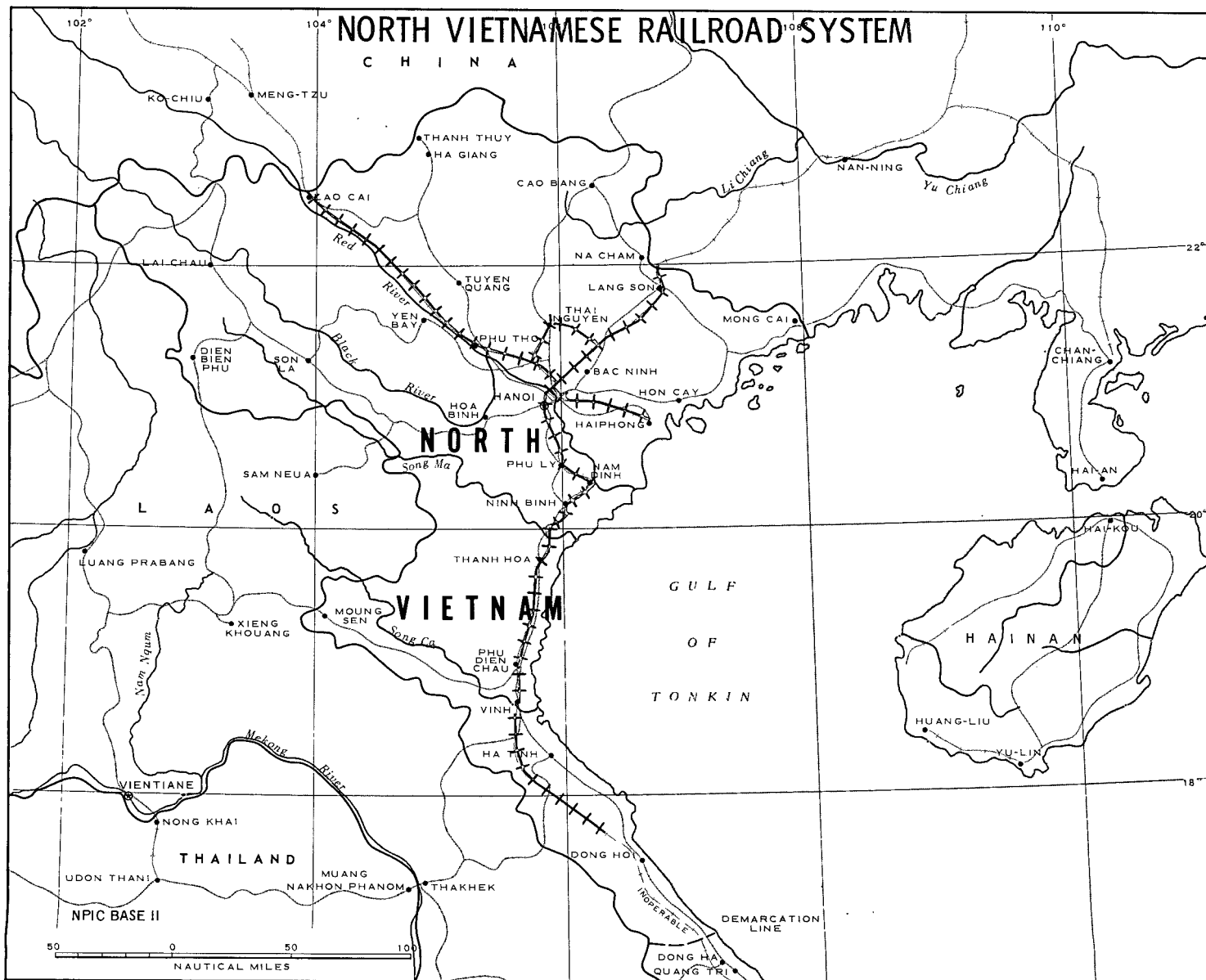
PREFACE

This report summarizes significant items of photo intelligence relating to the North Vietnamese railroad system which has been developed from available photography (received by the CIA Imagery Analysis Division) during the period indicated on the cover. This report is intended to provide a comprehensive view of the railroad system and does not necessarily reflect the most recent status changes as reported by pilots' reports or field photo intelligence cables.

The railroad system has been broken down into 5 major lines: the Hanoi/Lao Cai Line, the Hanoi/Dong Dang Line, the Hanoi/Haiphong Line, the Hanoi/Dong Hoi Line and the Thai Nguyen Line (Figure I). Annotated maps and photos are used to show the status of each line.

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SUMMARY

Four interdictions were noted on the Hanoi/Lao Cai Rail Line. The Hanoi/Dong Hoi Rail Line is interdicted in at least 14 locations, and traffic is probably at a near standstill.

CONTENTS

Hanoi/Lao Cai Rail Line	Page 4
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Hanoi/Dong Hoi Rail Line	10
Hanoi/Haiphong Rail Line	22
Thai Nguyen Rail Line	23

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FIGURE 2

KEY

All maps within this report have been laid in the following manner:

- Main bridge located - new construction.
- By-pass bridge or bridge under construction.
- Main bridge under construction.
- All bridge crossing rail line - under construction.
- By-pass bridge under construction.
- Original bridge has not been damaged or destroyed based on available photography.
- Extent of rail line covered by available, interpretable photography.
- Extent of railroad - from to the line number within the section for further information.

All intelligence developed within the reporting period is printed in red, older intelligence is printed in black.

Descriptions of bridges numbered 1 through 76 can be found in CHAPTER 0808, August 1965.

HANOI - LAO CAI
RAILROAD

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STATUTE MILES

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ITEM OF INTEREST NO. 1: Hanoi/Lao Cai Rail Line

NAME : Lang Quach Ngoai RR. Bridge N

BE :

COORDINATES : 21 54N - 104 39E, VK 647231

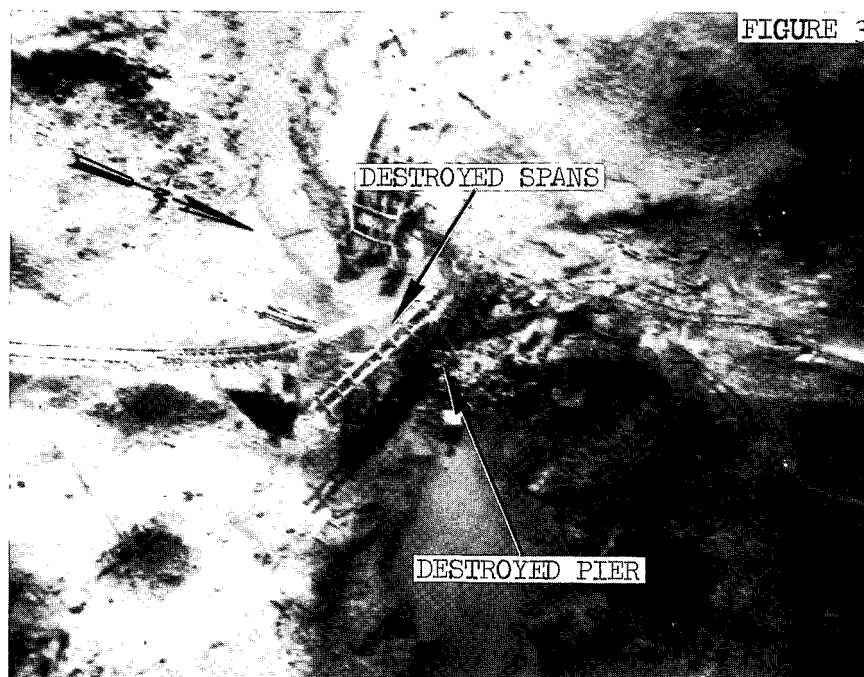
PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NF 48-10

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Photography of [] reveals that all spans and 1 pier of the 3-span, deck-beam Lang Quach Ngoai RR. Bridge N have been destroyed. One wooden pier and the concrete abutments remain intact.



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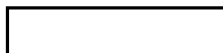
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ITEM OF INTEREST NO. 2: Hanoi/Lao Cai Rail Line

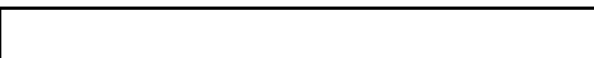
NAME : Khe Se RR. Bridge No. 1

BE :



COORDINATES : 20 00N - 104 33E, VK 538330

PHOTO REFERENCE :



MAP REFERENCE : JOG (A) 1501, NF 48-6

The Khe Se Railroad Bridge No. 1 was observed unserviceable on [redacted] (Report No. 14). Photography of [redacted] reveals that the bridge has been restruck and is still unserviceable (Figure 4). The half-through truss span has now been dropped from both abutments. No attempt at bridge reconstruction was noted on the [redacted] photography implying that the bridge was continuously unserviceable for at least 10 days.

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ITEM OF INTEREST NO. 3: Hanoi/Lao Cai Rail Line

NAME : Lang Khay RR. Bridge

BE :

COORDINATES : 22 01N - 104 31E, VK 509359

PHOTO REFERENCE

MAP REFERENCE : JOG (A) 1501, NF 48-6

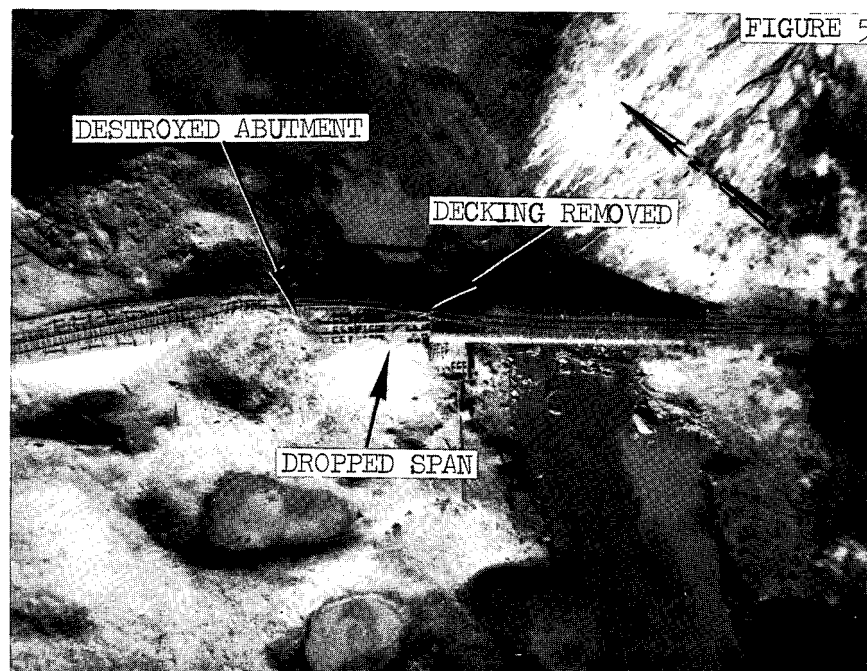
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Photography [] reveals that the 3-span, deck-type Lang Khay Railroad Bridge is unserviceable. One abutment has been destroyed, 1 span has been dropped, and the decking has been torn from the dropped span and an adjacent damaged one. This bridge was serviceable [] (Report 14). It could have been used a maximum of 10 days since that time.

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ITEM OF INTEREST NO. 4: Hanoi/Lao Cai Rail Line

NAME : Lang Bun RR. Bridge

BE

:

COORDINATES : 22 09N - 104 23E, VK 368493

PHOTO REFERENCE

:

MAP REFERENCE

:

JOG (A) 1501, NF 48-6

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Photography [] reveals that the 8-span, deck-beam Lang Bun Railroad Bridge has been completely repaired and is now serviceable. The bridge was unserviceable when last seen [] (Report 14).

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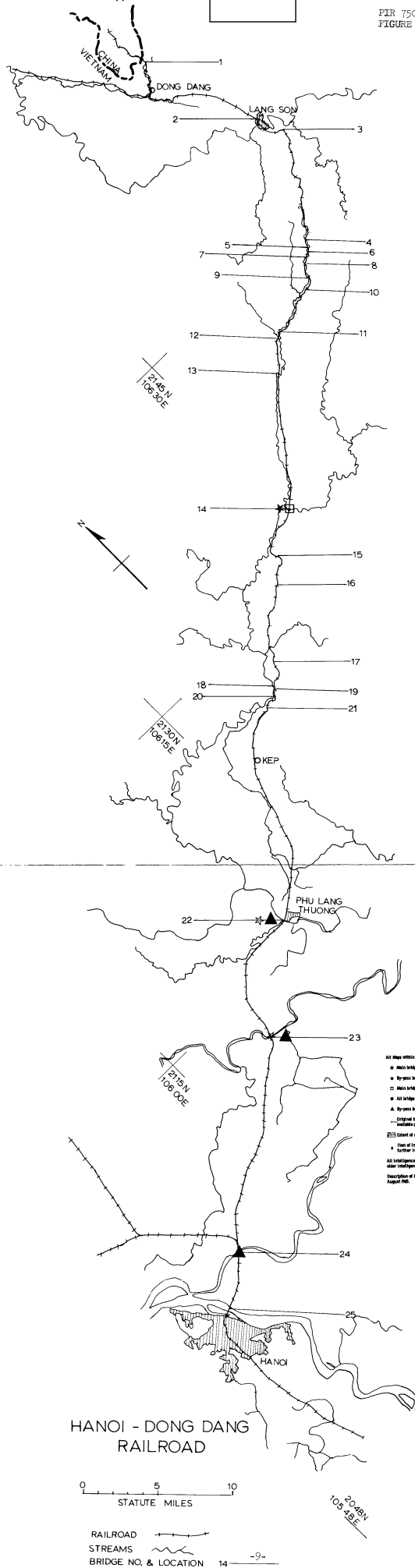


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FIGURE 7



KEY

- All maps within this report have been based on the following sources:
- Main bridge located - "see north arrow"
 - By-pass bridge or bridge construction
 - Main bridge construction
 - All bridge construction facilities, construction
 - By-pass bridge under construction
 - Original bridge has not been damaged or destroyed based on available information
 - (25) Extent of rail line covered by available, identifiable photography
 - Date of interest. Turn to the item number within the section for further information
- All intelligence developed within the reporting period is printed in red, other intelligence is printed in black.
- Location of bridge numbered 1 through 25 can be found in CIAPIR 0004, August 1962.

HANOI - DONG DANG
RAILROAD

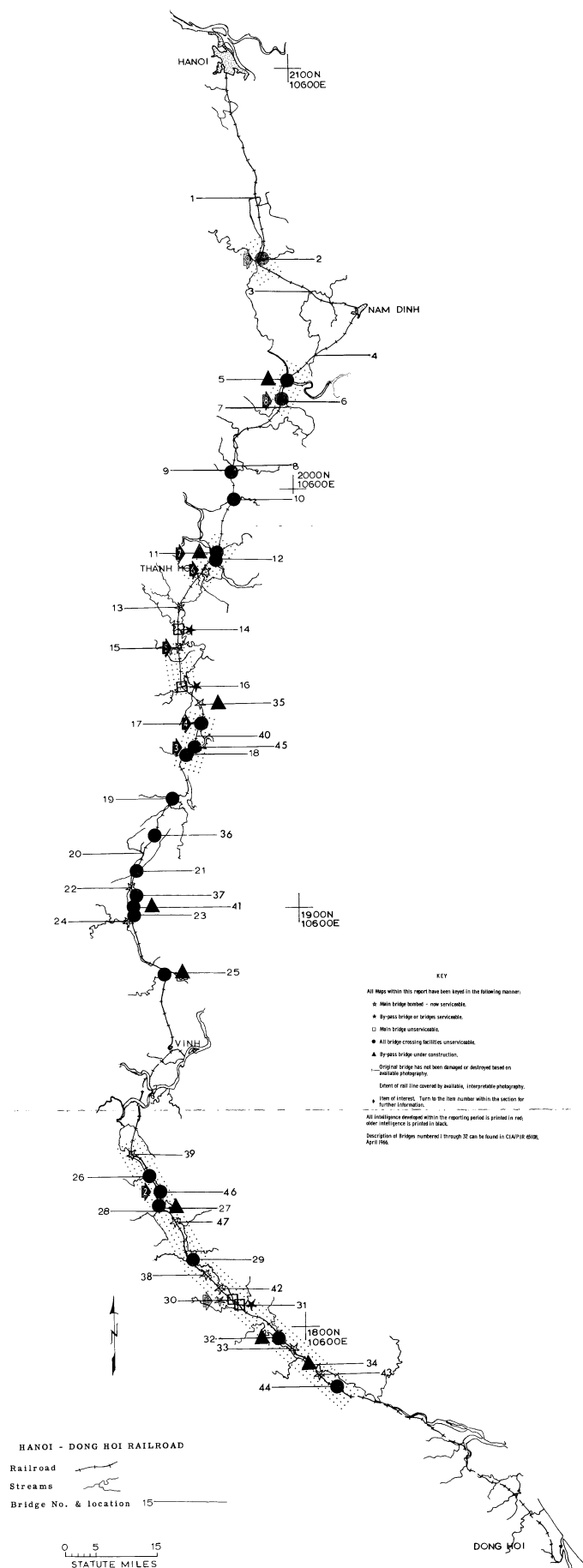
0 5 10
STATUTE MILES

RAILROAD
STREAMS
BRIDGE NO. & LOCATION

14 -9-

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PIR 75056
FIGURE 8

-10-

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ITEM OF INTEREST NO. 1: Hanoi/Dong Hoi Rail Line

NAME : La Khe Thon Railroad By-Pass Bridge

BE : NA

COORDINATES : 18 03N - 105 49E, WE 872973

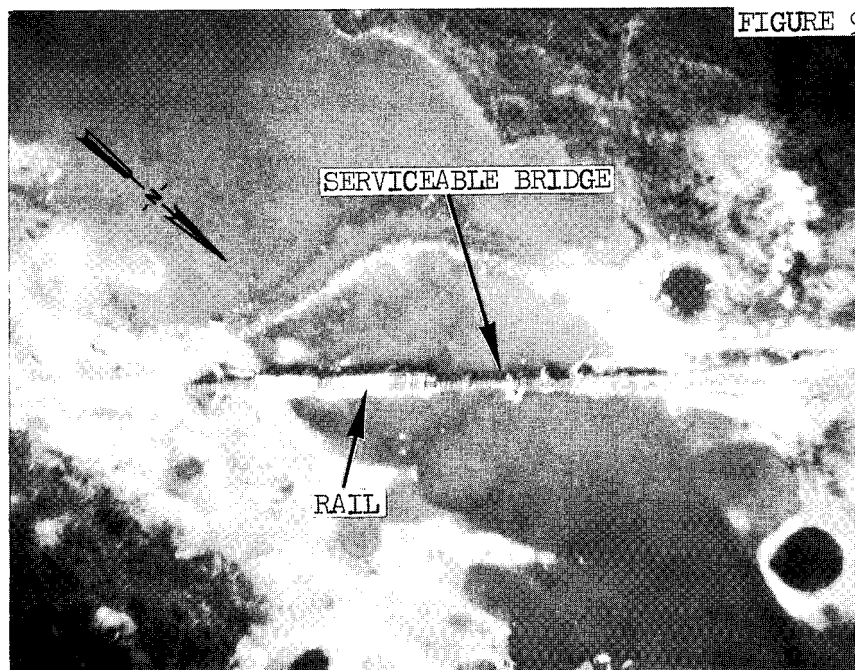
PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NE 48-7

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Photography [] reveals that the former La Khe Thon Highway Bridge has been reconstructed and is now serviceable to rail traffic only.

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[REDACTED]

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ITEM OF INTEREST NO. 2: Hanoi/Dong Hoi Rail Line

NAME : Hoa Duyet RR. Bridge

BE :

[REDACTED]

COORDINATES : 18 22N - 105 36E, WF 647318

PHOTO REFERENCE :

[REDACTED]

MAP REFERENCE :

JOG (A) 1501, NE 48-7

25X1

Photography [REDACTED] reveals that the unserviceable single-span, deck-type Hoa Duyet Railroad Bridge has incurred further damage. Additional damage consists of 1 abutment destroyed and 1 end of the span dropped.



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[REDACTED]

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ITEM OF INTEREST NO. 3: Hanoi/Dong Hoi Rail Line

NAME : Phu Cu RR. Bridge

BE :

COORDINATES : 19 23N - 105 44E, WG 784434

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NE 48-3

25X1

25X1

Photography [] reveals that single-span, deck-type
Phu Cu Railroad Bridge has been destroyed.



FIGURE 11

DESTROYED BRIDGE

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25X1

ITEM OF INTEREST NO. 4: Hanoi/Dong Hoi Rail Line

NAME : Phu Quat RR. Bridge

BE :

COORDINATES : 19 26N - 105 45E, WG 796492

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NE 48-3

25X1

Photography [] reveals that the Phu Quat Railroad Bridge is unserviceable. The decking has been destroyed on 2 of the 4 spans of the deck-beam replacement bridge.



FIGURE 12

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ITEM OF INTEREST NO. 5: Hanoi/Dong Hoi Rail Line

NAME : Trong Quang Tien RR. By-Pass Bridge

BE : NA

COORDINATES : 19 37N - 105 42E, WG 740696

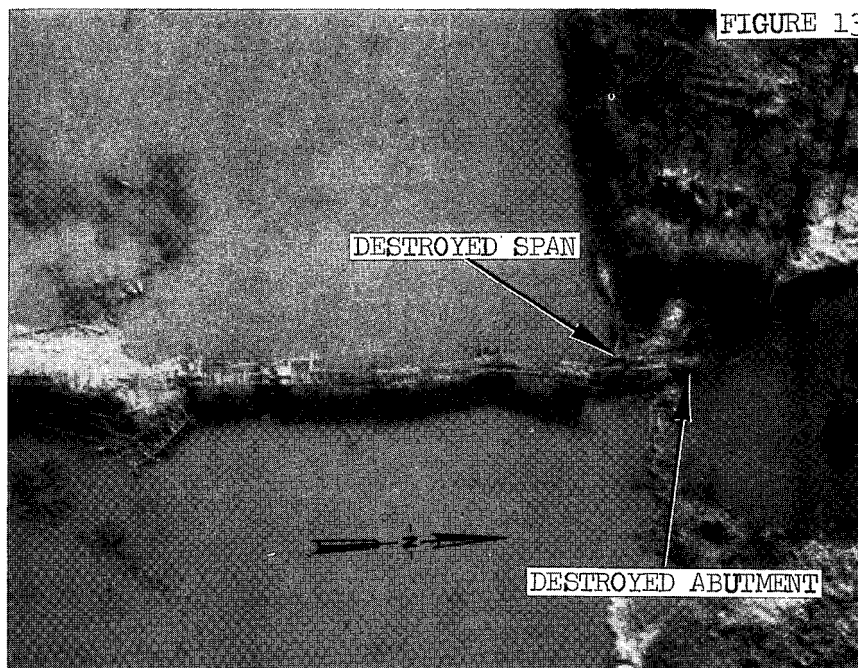
PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NE 48-3

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25X1

Photography [] reveals that the 5-span, deck-beam Trong Quang Tien Railroad By-pass Bridge is unserviceable. One abutment and 1 span have been destroyed, 2 spans are out of alignment, and both approaches have been cut. The main bridge remains serviceable.



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ITEM OF INTEREST NO. 6: Hanoi/Dong Hoi Rail Line

NAME : Thanh Hoa RR. Station and Yards

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BE :

COORDINATES : 19 48N - 105 46E, WG 807906

25X1

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NE 48-3

25X1

Photography permits a detailed analysis of bombing damage to the Thanh Hoa RR. Yards. The choke points remain intact, but much of the yard is cratered and blocked with destroyed rolling stock. There is no through line open. An analysis of damage to the rolling stock is as follows (numbers are approximate):

<u>Type of Car</u>	<u>Destroyed</u>	<u>Damaged</u>	<u>Undamaged</u>
Box	16	8	25
Flat	3	-	7
Small Flat	3	6	23
Gondola	4	4	3
Tank	-	1	2
TOTAL	26	19	60



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[REDACTED]

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ITEM OF INTEREST NO. 7: Hanoi/Dong Hoi Rail Line

NAME : Phuong Dinh RR. and Hwy. Bridge

BE

: [REDACTED]

COORDINATES : 19 51N - 105 48E, WG 842951

PHOTO REFERENCES

: [REDACTED]

MAP REFERENCE : JOG (A) 1501, NE 48-3

The continuous through-truss Phuong Dinh Railroad and Highway Bridge has been heavily damaged (Figure 16). One end of the truss section has been dropped. The bridge was originally a single span structure (Figure 15), but 2 supporting piers have since been constructed-probably due to a weakening of the bridge by previous bombing attacks.

Previously observed by-pass construction adjacent to the unserviceable bridge has now been abandoned; however, a new by-pass is under construction approximately 0.2 nm E of the bridge at UTM WG 845951 (Figure 16).

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[REDACTED]

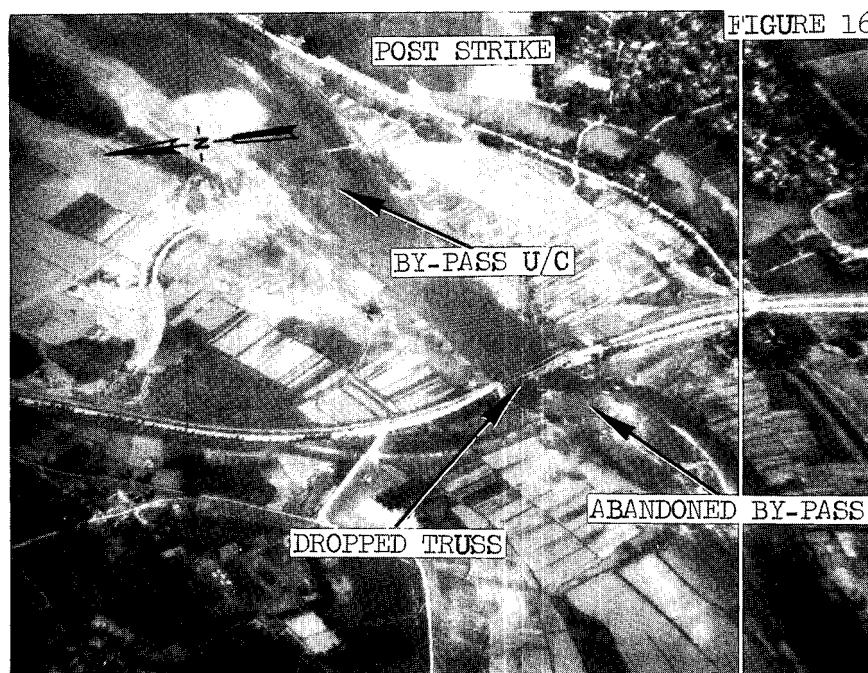
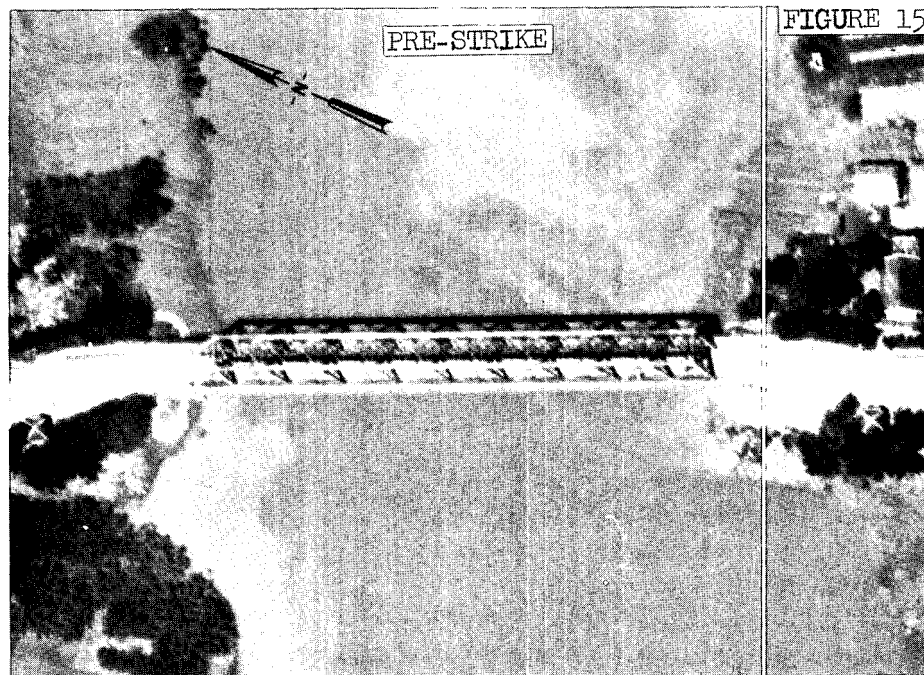
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ITEM OF INTEREST NO. 8: Hanoi/Dong Hoi Rail Line

NAME : Ha Thon RR. By-Pass Bridge

BE :

COORDINATES : 20 12N - 105 58E, XH 013348

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NF 48-15

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Photography [] reveals that 1 end of the deck-type Ha Thon Railroad Bridge By-pass No. 1 has been dropped. The original through-truss Ha Thon Railroad Bridge [] remains unserviceable.

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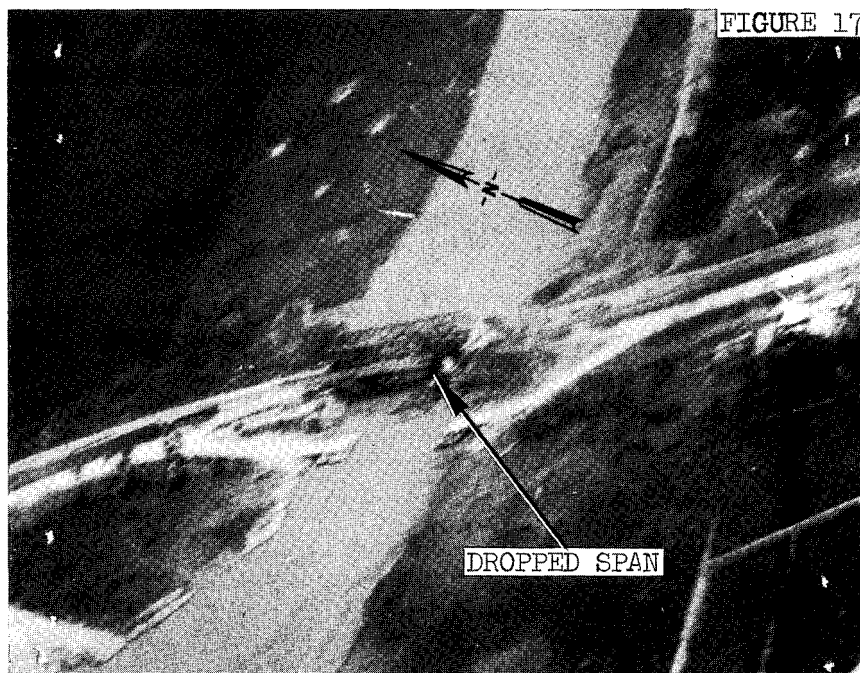


FIGURE 17

DROPPED SPAN

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ITEM OF INTEREST NO. 9: Hanoi/Dong Hoi Rail Line

NAME : Phu Ly RR. Bridge

BE :

COORDINATES : 20 32N - 105 55E, WH 959721

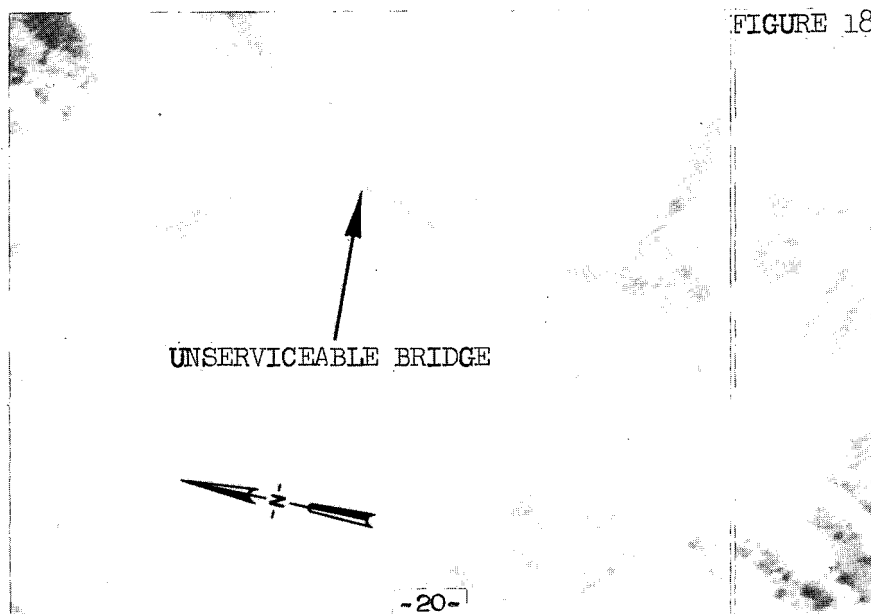
PHOTO REFERENCES :

MAP REFERENCE : JOG (A) 1501, NF 48-15

Photography reveals that the Phu Ly Railroad Bridge has been heavily damaged and is unserviceable (Figure 18). Better quality photography reveals that the bridge is being reconstructed (Figure 19). The wooden, deck-beam type bridge will apparently consist of the original 60 foot span and 16 temporary spans averaging 15 feet in length. Cribbing is being constructed for the temporary spans.

Approximately 1.7 nm S of the bridge is a probable rail-to-water transshipment point at UTM WH 957692. Photography reveals that the area has been bombed (Figure 20). The 3-track yard has been heavily cratered and is unserviceable. Seven pieces of rolling stock remain undamaged in the yard.

The Phu Ly Railroad Yard, 0.6 nm S of the bridge at UTM WH 857710, has been struck (not illustrated). Three of the 4 tracks have been interdicted. One through track remains serviceable and the choke points are intact.

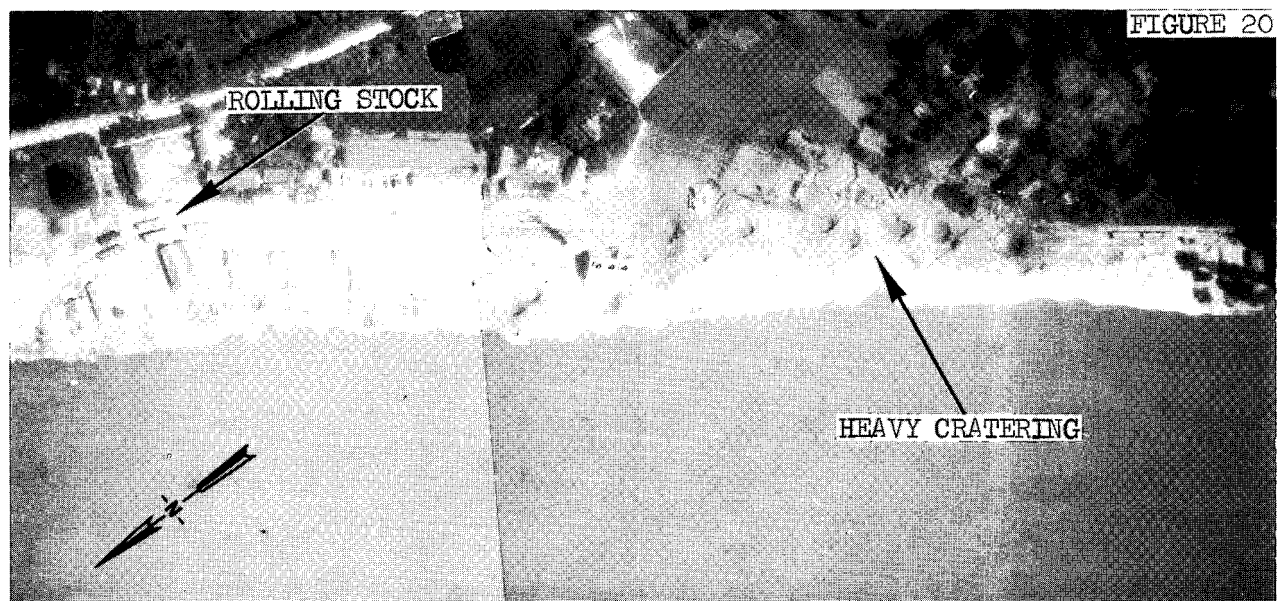
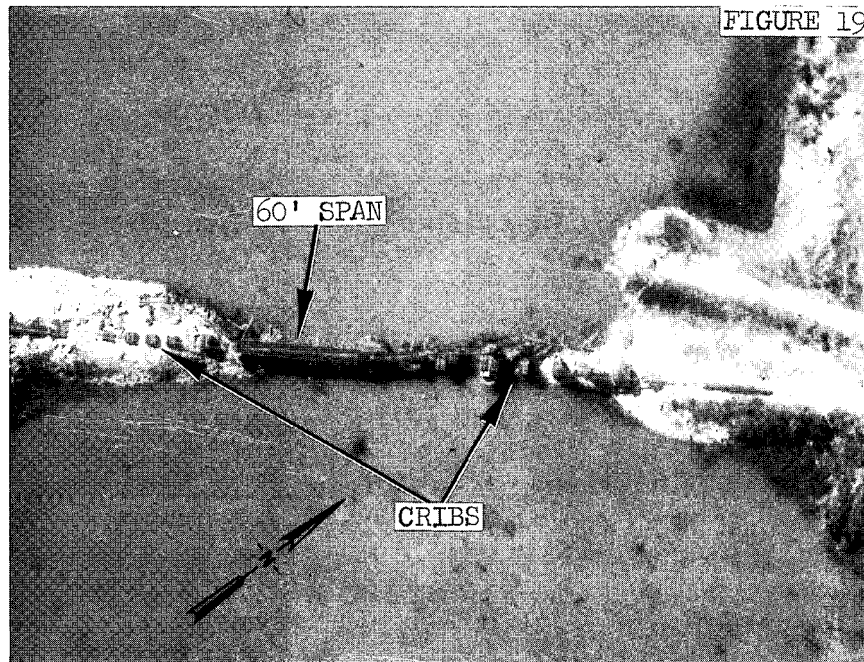
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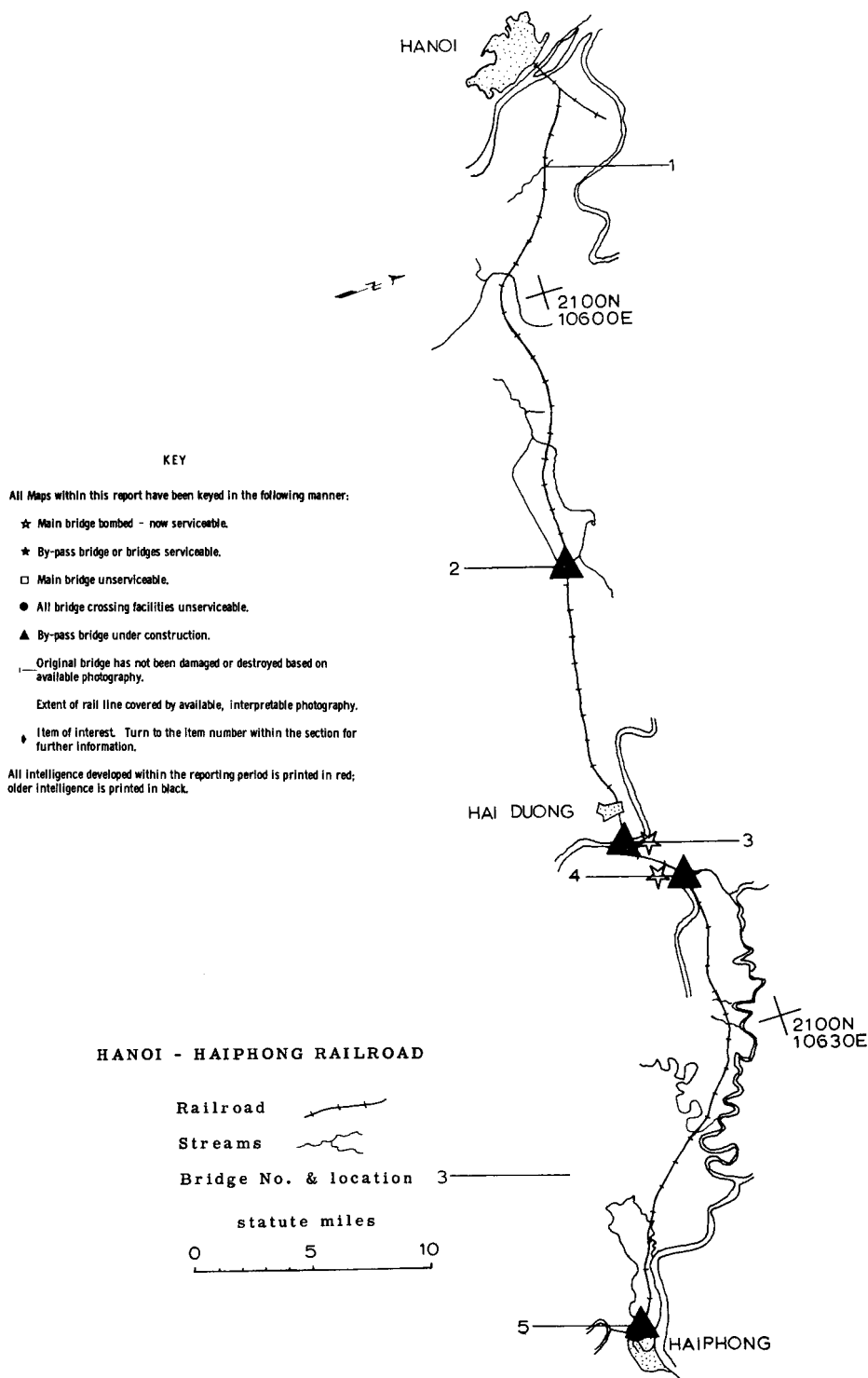
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FIGURE 21



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FIGURE 22

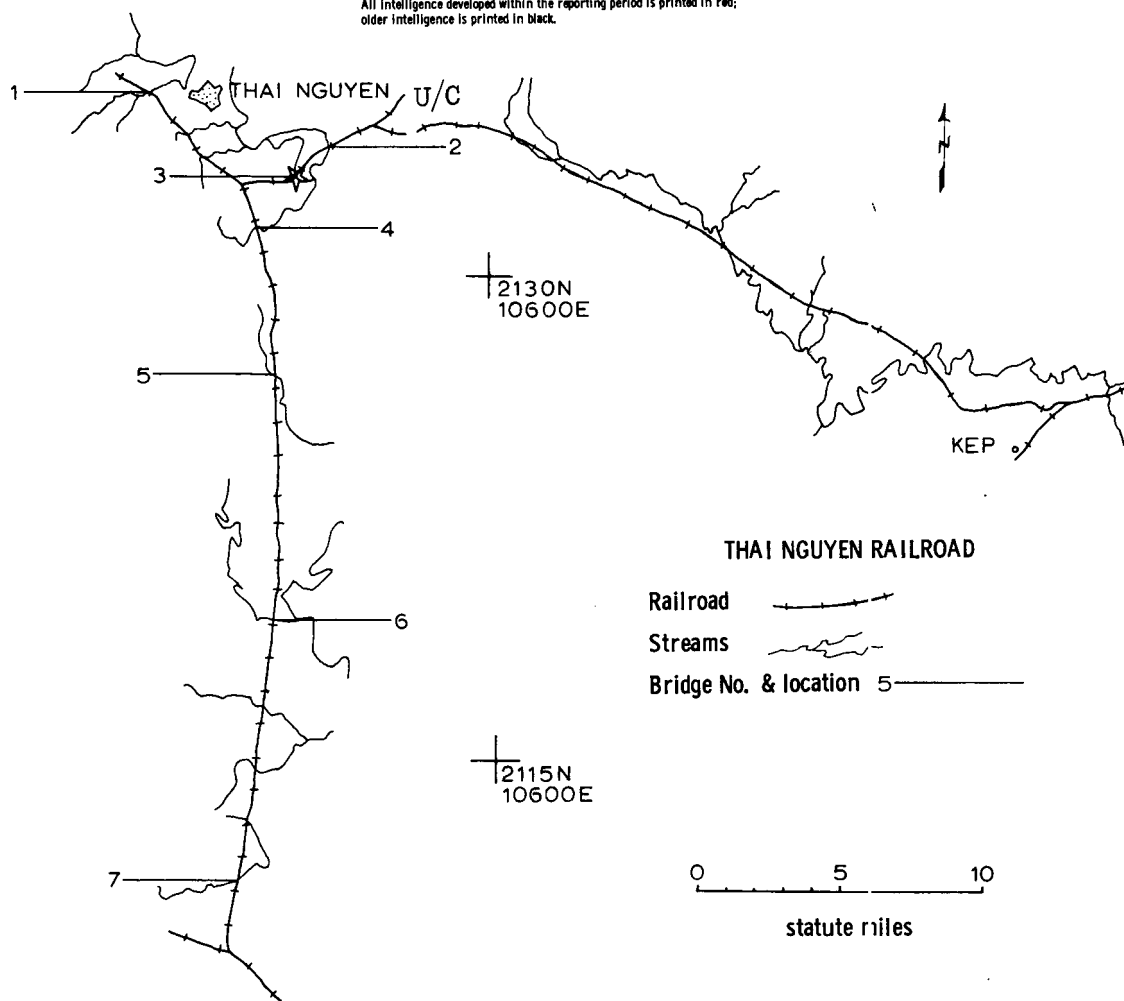
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KEY

All Maps within this report have been keyed in the following manner:

- ★ Main bridge bombed - now serviceable.
- ★ By-pass bridge or bridges serviceable.
- Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- ▲ By-pass bridge under construction.
- Original bridge has not been damaged or destroyed based on available photography.
- Extent of rail line covered by available, interpretable photography.
- ◆ Item of Interest. Turn to the item number within the section for further information.

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